



# UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE  
United States Patent and Trademark Office  
Address: COMMISSIONER FOR PATENTS  
P.O. Box 1450  
Alexandria, Virginia 22313-1450  
[www.uspto.gov](http://www.uspto.gov)

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/043,077	01/09/2002	Kenneth E. Flick	58090	6614
27975	7590	08/24/2009	EXAMINER	
ALLEN, DYER, DOPPELT, MILBRATH & GILCHRIST P.A. 1401 CITRUS CENTER 255 SOUTH ORANGE AVENUE P.O. BOX 3791 ORLANDO, FL 32802-3791				HOLLOWAY III, EDWIN C
2612		ART UNIT		PAPER NUMBER
			NOTIFICATION DATE	
			DELIVERY MODE	
			08/24/2009	
			ELECTRONIC	

**Please find below and/or attached an Office communication concerning this application or proceeding.**

The time period for reply, if any, is set in the attached communication.

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

[creganoa@addmg.com](mailto:creganoa@addmg.com)

<b>Office Action Summary</b>	<b>Application No.</b>	<b>Applicant(s)</b>	
	10/043,077	FLICK, KENNETH E.	
	<b>Examiner</b>	<b>Art Unit</b>	
	Edwin C. Holloway, III	2612	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

#### Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

#### Status

1) Responsive to communication(s) filed on 15 June 2009.  
 2a) This action is **FINAL**.                    2b) This action is non-final.  
 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

#### Disposition of Claims

4) Claim(s) 18,19,21,23,30,32,39-45,57,59 and 64-67 is/are pending in the application.  
 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.  
 5) Claim(s) \_\_\_\_\_ is/are allowed.  
 6) Claim(s) 18,19,21,23,30,32,39-45,57,59 and 64-67 is/are rejected.  
 7) Claim(s) \_\_\_\_\_ is/are objected to.  
 8) Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

#### Application Papers

9) The specification is objected to by the Examiner.  
 10) The drawing(s) filed on \_\_\_\_\_ is/are: a) accepted or b) objected to by the Examiner.  
 Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
 Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).  
 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

#### Priority under 35 U.S.C. § 119

12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).  
 a) All    b) Some \* c) None of:  
 1. Certified copies of the priority documents have been received.  
 2. Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.  
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

#### Attachment(s)

1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892)	4) <input type="checkbox"/> Interview Summary (PTO-413)
2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)	Paper No(s)/Mail Date. _____ .
3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08)	5) <input type="checkbox"/> Notice of Informal Patent Application
Paper No(s)/Mail Date _____.	6) <input type="checkbox"/> Other: _____ .

***EXAMINER'S RESPONSE***

1. A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on 6-15-2009 has been entered. Claims 18,19, 21, 23, 30, 32, 39-45, 57, 59, 64-67 are pending. The examiner has considered the presentation of claims in view of the disclosure and the present state of the prior art. And it is the examiner's position that the claims are unpatentable for the reasons set forth in this Office action:

***Claim Rejections - 35 USC § 112***

2. The following is a quotation of the first paragraph of 35 U.S.C. 112:

The specification shall contain a written description of the invention, and of the manner and process of making and using it, in such full, clear, concise, and exact terms as to enable any person skilled in the art to which it pertains, or with which it is most nearly connected, to make and use the same and shall set forth the best mode contemplated by the inventor of carrying out his invention.

3. Claims 19, 32 and 59 are rejected under 35 U.S.C. 112, first paragraph, as failing to comply with the written description requirement and/or failing to comply with the enablement requirement. The claim(s) contains subject matter which was not described in the specification in such a way as to reasonably convey to one skilled in the relevant art that the inventor(s), at the time the application was filed, had possession of the claimed invention. In claims 19, 32 and 59, the limitation of "the at least one original equipment icon comprises at least one of a light, a visual display, a vibration transducer, a

speech message generator, and an audible signal generator" lacks support in the specification as originally filed. Page 11 lines 16-22 of the original specification discloses and embodiment in which the indicator may be an icon and may be original equipment, but "a light, a visual display, a vibration transducer, a speech message generator, and an audible signal generator" on page 11 lines 21-26 is referring to other embodiments and is not directed to the original equipment icon embodiment. Therefore, the claim is not supported by a disclosed embodiment. Further, the claim(s) contains subject matter which was not described in the specification in such a way as to enable one skilled in the art to which it pertains, or with which it is most nearly connected, to make and/or use the invention. An icon is a visual indication, therefore it is not clear how an icon would comprise a vibration transducer, a speech message generator or an audible signal generator.

***Claim Rejections - 35 USC § 103***

4. The text of those sections of Title 35, U.S. Code not included in this action can be found in a prior Office action.

5. *Claims 18, 19, 21 and 23 are rejected under 35 U.S.C. 103(a) as being unpatentable over Ogino (US 6,100,792) in view of Flick '571 (US 5,986,571), Flick '460 (US 6,011,460 and Hein (US 6441510).*

Referring to claim 18, Ogino's vehicle, as shown in Fig. 1, comprises (a) bus line 6 extending from one location within a vehicle to another location (see Col. 5, lines 19-29); (b) a plurality of vehicle devices, e.g., head unit 1, CD changer 2, car security unit 10, etc. (see Col. 5, lines 19-29); and (c) head unit 1's a liquid crystal display (LCD) 1a

(i.e., vehicle indicator) spaced apart from CD changer 2 and car security unit 10 and connected to bus line 6, wherein LCD 1a displays a 24-character message (see Col. 5, lines 3-8). Ogino's vehicle security system, as shown in Fig. 3, comprises (a) a two-way remote unit 11 (i.e., a portable uniquely coded transmitter) (see Col. 5, lines 37-46 and 51-58; and Col. 16, lines 19-24); (b) vehicle transceiver 12 having a receiver for receiving signals from at least one remote unit 11 (see Col. 5, lines 51-54); and (c) controller 17 spaced apart from head unit 1 (i.e., at least one vehicle device) and cooperating with transceiver 12 and bus 6 (see Col. 5, lines 62-67 and Col. 16, lines 36-44 and 52-64). Per Ogino, car security unit 10's controller 17 performs several functions: (1) communicates with CD changer 2 and head unit 1 via bus 6 (see Col. 5, lines 19-29; and Col. 16, lines 36-44 and 52-64); (2) switches to an ID code learning mode and learns at least one remote unit 11 to permit control of a vehicle function by a user (see Col. 16, lines 19-39); and (3) communicates with head unit 1, via bus 6 to cause LCD 1a to display "CODE ACCEPTED" when a new ID code has been registered/learned (see Col. 5, lines 19-29 and Col. 16, lines 52-62). Ogino, however, fails to teach controller 17 causing an indication of a number of learned remote units 11.

In an analogous art, Flick'571 teaches a building security system 10, as shown in Fig. 3, comprising (a) remote transmitters 50 and (b) building security controller 11. Per Flick, building security controller 11 includes a transmitter and receiver 13 for receiving signals from remote transmitter 50 (see Col. 3, lines 46-50) and a central processing unit (CPU) 12 for communicating with building sensor 20, alarm indicators 23, and system

indicators 24 (see Figs. 1 and 3; Col. 3, lines 61-67; and Col. 4, lines 39–47). Flick's CPU 12 has a remote transmitter learning means 47 for learning a remote transmitter 50 that is to switch building security controller 11 between armed and disarmed modes (see Col. 4, lines 39–42). Flick '571 discloses that system indicators 24 include lights, audible tone generators, etc. (see Col. 4, lines 8–10 and Col. 5, lines 21-34) and are actuated by CPU 12 for: (1) indicating that building security controller 11 has entered a learning mode (see Col. 4, lines 63–56); (2) indicating when the learning mode was last entered (see Col. 5, lines 1-3); (3) progressively indicating a passage of time since the learning mode was last entered (see Col. 5, lines 3-5); (4) indicating the number of learned remote transmitters (see Col. 5, lines 21-26 and 48-51); (5) indicating a change in the number of learned remote transmitters (see Col. 5, lines 51-53); and (6) indicating a change in a code of at least one of the learned remote transmitters (see Col. 5, lines 51-53).

Therefore, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify Ogino's controller 17 as taught by Flick'571 because having a controller 17 that is able to cause an indication of a number of learned remote units 11 prevents unauthorized remote transmitters from being surreptitiously learned by controller 17 (see Flick, Col. 5, lines 26-30 and Col. 7, lines 43-47). Further regarding claim 18 and regarding 21, Ogino teaches that LCD 1a is on the instrument panel of head unit 1, which contains a variety of operation keys for operating an FM/AM tuner, a cassette player, and CD changer 2, wherein the FM/AM tuner and the cassette player are built into head unit 1 (see Col. 5, lines 3-11). Ogino and Flick '571 are silent

on controller 17 being connected to (1) door sensor 24, bonnet sensor 25, radar sensor 26, impact sensor 27, and glass break sensor 28 (i.e., vehicle sensors, as called for in claim 21) and (2) siren driver 22 (i.e., a vehicle alarm indicator, as called for in claim 22) via a bus.

In an analogous art, Flick '460 teaches a vehicle security system, see Figs. 1-3, comprising: (a) remote transmitter 50 (see Col. 5, lines 32-58); (b) transmitter and receiver 13 at the vehicle for receiving signals from remote transmitter 50 (see Col. 4, lines 51-54); (c) data communications bus 62 that extends through various locations of the vehicle (see Col. 5, lines 11-31 and Col. 6, lines 24-30 and 50-58); (d) a plurality of vehicle devices (e.g., vehicle security sensor 60, alarm indicator 64, lock control unit 41, ignition switch 20, other control nodes 66, etc.) connected to bus 62 (see Col. 6, lines 1-9 and 50-58); and (e) central processing unit (CPU) 65 and bus interface 65 that is spaced apart from the vehicle devices for communicating with the vehicle devices via bus 62 (see Col. 6, lines 18-23). The alarm indicator includes a siren and/or lights 31 and green and red LEDs 32,33 for dashboard mounting (col. 5 lines 15-18). A dashboard is an instrument panel.

In analogous art, Hein discloses a reconfigurable instrument cluster arrangement that provides a flexible design architecture for original equipment manufacturer (OEM) with minimum wiring and reduced cost in col. 1 lines 29-59. The wiring includes multiplex links such as a bus in col. 4 line 20 - col. 5 line 2. The panel includes

electronic displays and icon driver for display in col. 5 lines 3-18.

Therefore, regarding claims 18 and 21, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify Ogino's controller 17, as modified by Flick '571, such that it is connected to the vehicle devices (such as starter cutting relay 21, headlight driver 23, sensors 23-28, dashboard mounted alarm indicator(s) and door lock module 34) via a bus as taught by as taught by Flick '460 because connecting vehicle devices directly to a data bus that extends throughout a vehicle reduces (1) the amount of wiring, (2) wire routing problems, and (3) complications that may arise when troubleshooting the electrical system (see Flick '460, Col. 1, lines 65-67 and Col. 2, lines 1-3). And it would have been obvious to one of ordinary skill in the art at the time the invention was made to have included an original equipment icon as disclosed in Hein for vehicle display having flexibility and reduced cost.

Regarding claim 19, Ogino's vehicle indicator is LCD 1a (i.e., a visual display). Also, Flick '460 includes siren, light or LED alarm indicators (audible and/or visual) and the displays of Hein are visual indicators.

Regarding claim 23, Ogino teaches that controller 17 communicates with head unit 1 via bus 6, as explained in the previous rejections of claims 1 and 46. Head unit 1 is a controllable vehicle device since its built-in FM/AM tuner and cassette player are controlled by a variety of operation keys and its LCD 1a is controlled by at least

controller 17.

6. *Claims 18, 19, 21 and 23 are rejected under 35 U.S.C. 103(a) as being unpatentable over Ogino (US 6,100,792), Flick '571 (US 5,986,571), Flick '460 (US 6,011,460) and Hein (US 6441510) as applied above and further in view of Allen (US 5654688).*

Regarding claims 18, 19, 21 and 32, further evidence that it would have been obvious to communicate information that a new transmitter has been learned by controlling dashboards lights as disclosed in Flick '460, the examiner applies Allen for teaching that is obvious to flash dashboard lights in a manner to indicate the number of codes leaned to assure the user that the codes have not been learned. See the abstract.

7. *Claims 30,32,39, 42, 43, 45,57,59 and 64-66 are rejected under 35 U.S.C. 103(a) as being unpatentable over Anzai (US 6,271,745) in view of Flick '460 (US 6,011,460) and Hein (US 6441510).*

Referring to claims 30, 45, and 57, Anzai teaches a vehicle control system, as shown in Fig.1, comprising: (a) fingerprint sensors 11, 13, 15, and 39 for sensing a user's fingerprint (see Fig. 9, steps S89 and S91; and Col. 4, lines 24-28 and 44-45), as called for in claims 30, 45, and 57; (b) control unit 1 connected to sensors 11, 13, 15, and 39 (see Col. 4, lines 30-39), as called for in claims 30 and 57; and (c) a plurality of vehicle devices, such as dashboard unit 3, ignition switch status unit 5, lock unit 7, and engine immobilizer unit 9, as called for in claims 30 and 57. Per Anzai, control unit 1 performs the following steps: (1) communicates with the components of dashboard unit 3, ignition switch status unit 5, lock unit 7, and engine immobilizer unit 9 (see Figs. 5-9; Col. 4, lines 40-45 and 56-67; Col. 5, lines 1-19; and Col. 6, lines 25-60), as called for in claims

30 and 57; (2) enrolls or learns fingerprints of various users (see Col. 6, lines 64-66), as called for in claims 30 and 57; and (3) indicates that a new fingerprint has been learned by asking for confirmation of the enrollee via display unit 41 (see Col. 7, lines 58-67), as called for in claims 30 and 57. Anzai's control unit 1 is spaced apart from the vehicle devices as shown in Fig. 1 as called for in claims 30 and 57. Anzai's vehicle control system, though, lacks (1) a data bus extending throughout the vehicle, wherein the data bus connects control unit 1 to the vehicle devices, as required in claims 30 and 57, and (2) a vehicle alarm indicator, as required in claims 35 and 62. Anzai discloses that control unit 1 communicates with ignition switch status unit 5, which includes sensors 49, 51, and 53 (see Col. 4, lines 56-67), and lock unit 7, which includes sensor 67 (see Col. 5, lines 1-2 and 9-10). Anzai teaches that control unit 1 communicates with controllable vehicle devices, such as lock unit 7 and engine immobilizer unit 9.

In an analogous art, as previously explained in the rejection of claim 18, Flick discloses that (1) data communications bus 62 extends throughout the vehicle (see Col. 5, lines 11-31 and Col. 6, lines 24-30 and 50-58) and that (2) vehicle security sensor 60, alarm indicator 64, and other control nodes 66 are connected to data bus 62 (see Col. 6, lines 1-9 and 50-58 and Col. 7, lines 59 - 67). The alarm indicator includes a siren and/or lights 31 and green and red LEDs 32,33 for dashboard mounting (col. 5 lines 15-18). A dashboard is an instrument panel.

In analogous art, Hein discloses a reconfigurable instrument cluster arrangement that provides a flexible design architecture for original equipment manufacturer (OEM)

with minimum wiring and reduced cost in col. 1 lines 29-59. The wiring includes multiplex links such as a bus in col. 4 line 20 - col. 5 line 2. The panel includes electronic displays and icon driver for display in col. 5 lines 3-18.

Therefore, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the vehicle security system of Anzai as taught by Flick because connecting vehicle devices directly to a data bus that extends throughout a vehicle reduces (1) the amount of wiring, (2) wire routing problems, and (3) complications that may arise when troubleshooting the electrical system (see Flick, Col. 1, lines 65-67 and Col. 2, lines 1-3). Furthermore, a vehicle alarm indicator thwarts theft by actuating a siren and lights and LEDs for dashboard mounting when unauthorized access is detected (see Flick, Col. 7, lines 59-67), thereby enhancing vehicle security. Further, Anzai's display unit 41 is within dashboard unit 3, which is an instrument panel (see Fig.3 and Col. 4, lines 40-50). And it would have been obvious to one of ordinary skill in the art at the time the invention was made to have included an original equipment icon as disclosed in Hein for vehicle display having flexibility and reduced cost.

Regarding claims 32 and 59, Anzai's dashboard unit 3 has a display unit 41 (i.e., "vehicle indicator") that is used by control unit 1 to indicate that a fingerprint has been scanned and recorded by prompting the owner for confirmation of an enrollee (see Col. 7, lines 62-67). Also, Flick '460 includes siren, light or LED alarm indicators (audible and/or visual) and the displays of Hein are visual indicators.

Regarding claims 39 and 64, Anzai teaches that a user is able to place control unit 1 in various modes via switches 43a and 43b on dashboard unit 3 (see Col. 6, lines 61-67 and Col. 7, lines 1-4). When a user selects the menu mode, control unit 1 enables the user to enroll additional users, view or deleted enrollees, and set up the system (see Fig. 4). When a user selects the enroll mode (see Fig. 8, steps S55 and S57), the display changes and prompts the user for the category of authorization (i.e., owner, driver, and non-drive) (see Col. 7, lines 42-45); hence the display of authorization categories is an indication that the learning mode has been entered.

Regarding claims 42, 43, 65, and 66, per Anzai, when the view/delete mode is selected via dashboard unit 3, display unit 41 provides a list of the initials and category of authorization for each enrollee (see Col. 8, lines 1-7); as shown at step S101 in Fig. 10, the record for the eighth enrollee of the twelve enrollees is displayed (as called for in claims 42 and 65). Consequently, each time an enrollee is added or deleted, the list indicates the change in the number of learned individuals (as called for in claims 43 and 66).

8. *Claims 40, 41, 44, and 67 are rejected under 35 U.S.C. 103(a) as being unpatentable over Anzai (US 6,271,745), Flick '460 (US 6,011,460) and Hein (US 6441510) as applied above and further in view of further in view of Flick '571 (US 5,986,571).*

Regarding claims 40, 41, 44, and 67, the combination applied above is silent on the control unit causing the following: (1) an indication of when the last learning mode was entered (as called for in claim 40); (2) an indication for progressively indicating a

passage of time since the learning mode was last entered (as called for in claim 41); and (3) an indication of a change in a learned unique biometric characteristic (as called for in claims 44 and 67).

In an analogous art, as previously explained regarding claims 18-23, Flick ‘571 teaches a building security system 10 comprising (a) remote transmitters 50 and (b) building security controller 11 (see Fig. 3). The building security controller 11 includes a transmitter and receiver 13 for receiving signals from remote transmitter 50 (see Col. 3, lines 46-50) and a central processing unit (CPU) 12 for communicating with building sensor 20, alarm indicators 23, and system indicators 24 (see Figs. 1 and 3; Col. 3, lines 61-67; and Col. 4, lines 39-47). Flick ‘571 discloses that system indicators 24 include lights, audible tone generators, etc. (see Col. 4, lines 8-10 and Col. 5, lines 21 - 34) and are actuated by CPU 12 for: (1) indicating when the learning mode was last entered (see Col. 5, lines 1-3); (2) progressively indicating a passage of time since the learning mode was last entered (see Col. 5, lines 3-5); and (3) indicating a change in a code of a learned remote transmitter (see Col. 5, lines 51-53).

Therefore, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify control unit of the combination applied above as taught by Flick ‘571 because having a control module 30 that is able to cause the various indications listed above (1) ensures a user that only the coded remote transmitters under his/her control may operate the vehicle security system, (2) prevents unauthorized remote

transmitters from being surreptitiously learned by control module 30, and (3) enables a user to determine how recently the learn mode or biometric code change has occurred so that the user is able to correlate the change with someone's ability to access the system (see Flick '571, Col. 5, lines 26-30 and Col. 7, lines 43-47).

9. *Claims 30,32,39-45,57,59 and 64-67 are rejected under 35 U.S.C. 103(a) as being unpatentable over Anzai (US 6,271,745), Flick '460 (US 6,011,460), Hein (US 6441510) and Flick '571 (US 5,986,571) as applied above and further in view of Allen (US 5654688).*

Regarding claims 30,32,39-45,57,59 and 64-67 further evidence that it would have been obvious to communicate information that a new transmitter has been learned by controlling dashboards lights as disclosed in Flick '460, the examiner applies Allen for teaching that is obvious to flash dashboard lights in a manner to indicate the number of codes leaned to assure the user that the codes have not been learned. See the abstract.

#### ***Response to Arguments***

10. Applicant's arguments filed 6-15-2009 with respect to claims 18,19, 21, 23, 30, 32, 39-45, 57, 59, 64-67 have been considered but are moot in view of the new ground(s) of rejection.

The arguments regarding the original equipment icon are moot in view of the new rejections relying on Hein to include this limitation. Further, a new 112 rejection was necessitated by the amendment.

#### ***CONTACT INFORMATION***

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Edwin C. Holloway, III whose telephone number is (571)

272-3058. The examiner can normally be reached on M-F from 9:00 to 5:30.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Brian Zimmerman, can be reached on (571) 272-3059.

The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

8/20/2009  
(571) 272-3058

/Edwin C. Holloway, III/  
Primary Examiner, Art Unit 2612